

In the Claims:

Claims 1 to 28 canceled.

1 29. (new) In an aircraft including a fuselage, a left wing and
2 a right wing connected to and extending from said fuselage,
3 and high-lift devices selected from the group consisting of
4 slats or leading-edge flaps movably arranged along leading
5 edges of said wings and trailing-edge flaps movably
6 arranged along trailing edges of said wings,
7 an improved flap or slat drive system comprising:
8 a control arrangement that receives flight data and
9 control commands, and that generates actuating information
10 pertinent for setting positions of said high-lift devices
11 dependent on at least one of said flight data and said
12 control commands;
13 first and second high-lift device groups, wherein each
14 one of said groups respectively includes at least one said
15 high-lift device; and
16 first and second drive stations respectively
17 individually allocated to said first and second high-lift
18 device groups, wherein each one of said drive stations
19 respectively includes two drives that are conductively
20 connected directly or indirectly with said control
21 arrangement, and two drive transmissions that are
22 respectively individually mechanically connected to said
23 two drives and that are mechanically connected to said at

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24 least one high-lift device of said high-lift device group
25 to which said drive station is allocated;

26 wherein said first and second high-lift device groups
27 are driven individually and independently of one another by
28 said first and second drive stations respectively allocated
29 to said first and second high-lift device groups, so that
30 said first and second high-lift device groups are
31 selectively drivable synchronously and asynchronously
32 relative to one another.

1 30. (new) The flap or slat drive system in the aircraft
2 according to claim 29, wherein said respective drives of
3 said first and second drive stations are individually
4 controllable and actuatable by said control arrangement.

1 31. (new) The flap or slat drive system in the aircraft
2 according to claim 29, wherein said drives are arranged
3 internally within at least one of said wings.

1 32. (new) The flap or slat drive system in the aircraft
2 according to claim 29, wherein said drive station does not
3 include a shaft mechanically coupling said two drives
4 thereof to each other, and said two drives are
5 electronically or electrically synchronized with each other
6 with respect to a driving operation thereof.

1 33. (new) The flap or slat drive system in the aircraft
2 according to claim 32, wherein said high-lift device group
3 to which said drive station is allocated includes only a
4 single one of said high-lift devices, and said two drive
5 transmissions are both mechanically connected to said
6 single one high-lift device.

1 34. (new) The flap or slat drive system in the aircraft
2 according to claim 29, wherein said drive station further
3 includes a rotatably supported shaft that is mechanically
4 connected to both said drives thereof, whereby said drives
5 are mechanically coupled to each other.

1 35. (new) The flap or slat drive system in the aircraft
2 according to claim 34, wherein said high-lift device group
3 to which said drive station is allocated includes only a
4 single one of said high-lift devices, and said two drive
5 transmissions are both mechanically connected to said
6 single one high-lift device.

1 36. (new) The flap or slat drive system in the aircraft
2 according to claim 34, wherein said high-lift device group
3 to which said drive station is allocated includes a
4 plurality of said high-lift devices arranged successively
5 adjacent one another in a span direction of one of said
6 wings, a first one of said two drive transmissions is
7 mechanically connected to a first one of said high-lift

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8 devices, and a second one of said two drive transmissions
9 is mechanically connected to a second one of said high-lift
10 devices.

1 37. (new) The flap or slat drive system in the aircraft
2 according to claim 36, wherein said drive station further
3 comprises at least one guide transmission that is
4 respectively mechanically connected to said shaft at a
5 location between and spaced respectively from said two
6 drives, and that is respectively mechanically connected to
7 a respective one of said high-lift devices.

1 38. (new) The flap or slat drive system in the aircraft
2 according to claim 37, wherein said high-lift device group
3 includes exactly two of said high-lift devices being said
4 first and second high-lift devices, said drive station
5 includes exactly two of said guide transmissions, a first
6 one of said guide transmissions is mechanically connected
7 to said first high-lift device, and a second one of said
8 guide transmissions is mechanically connected to said
9 second high-lift device.

1 39. (new) The flap or slat drive system in the aircraft
2 according to claim 37, wherein said high-lift device group
3 includes exactly three of said high-lift devices consisting
4 of said first and second high-lift devices and a third one
5 of said high-lift devices between said first and second
6 high-lift devices, said drive station includes exactly four

7 of said guide transmissions, a first one of said guide
8 transmissions is mechanically connected to said first
9 high-lift device, second and third ones of said guide
10 transmissions are both mechanically connected to said third
11 high-lift device, and a fourth one of said guide
12 transmissions is mechanically connected to said second
13 high-lift device.

1 40. (new) The flap or slat drive system in the aircraft
2 according to claim 34, wherein said drive station further
3 comprises an electrically actuatable shaft brake that is
4 arranged and acts on said shaft at a location between said
5 two drives, and that is conductively connected directly or
6 indirectly with said control arrangement.

1 41. (new) The flap or slat drive system in the aircraft
2 according to claim 34, wherein said drive station further
3 comprises a sensor that is arranged on said shaft, is
4 adapted to sense a rotational position of said shaft, and
5 is conductively connected directly or indirectly with said
6 control arrangement.

1 42. (new) The flap or slat drive system in the aircraft
2 according to claim 29, wherein said drive station further
3 comprises a sensor that is arranged and adapted to sense an
4 actuation position of one of said drives or one of said
5 drive transmissions, and that is conductively connected
6 directly or indirectly with said control arrangement.

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1 43. (new) The flap or slat drive system in the aircraft
2 according to claim 29, wherein each said drive is a
3 rotational drive comprising an actuating motor.

1 44. (new) The flap or slat drive system in the aircraft
2 according to claim 43, wherein said actuating motor is a
3 stepper motor having a controllable actuating speed and
4 motor torque.

1 45. (new) The flap or slat drive system in the aircraft
2 according to claim 43, wherein said actuating motor is an
3 electrically or electronically controlled motor that is
4 controlled directly or indirectly by said control
5 arrangement.

1 46. (new) The flap or slat drive system in the aircraft
2 according to claim 29, wherein said control arrangement
3 comprises a central control unit and plural decentralized
4 control units that are respectively allocated to said
5 drives, and that are respectively interposed and
6 conductively connected between said drives and said central
7 control unit, whereby said drives are conductively
8 connected indirectly to said central control unit
9 respectively through said decentralized control units.

1 47. (new) The flap or slat drive system in the aircraft
2 according to claim 46, wherein said decentralized control
3 units are arranged in one of said wings proximate to said
4 leading edge or said trailing edge thereof.

1 48. (new) The flap or slat drive system in the aircraft
2 according to claim 46, wherein said decentralized control
3 units are respectively integrated with said drives in said
4 drive station.

1 49. (new) The flap or slat drive system in the aircraft
2 according to claim 46, wherein said central control unit
3 and each one of said decentralized control units
4 respectively comprises a respective control computer, and
5 are collectively adapted to monitor and synchronously
6 control said drives of one said drive station.

1 50. (new) The flap or slat drive system in the aircraft
2 according to claim 29, wherein said control arrangement
3 comprises a central control unit and a central flight
4 control arrangement that receives the flight data and the
5 control commands, and that generates the actuating
6 information, wherein said central control unit is
7 conductively connected with said flight control
8 arrangement.

1 51. (new) The flap or slat drive system in the aircraft
2 according to claim 50, comprising digital data lines by
3 which said central control unit is conductively connected
4 with said flight control arrangement and by which said
5 drives are conductively connected with said central control
6 unit.

1 52. (new) The flap or slat drive system in the aircraft
2 according to claim 29, wherein said first and second
3 high-lift device groups are not mechanically or
4 hydraulically interconnected with one another.

1 53. (new) The flap or slat drive system in the aircraft
2 according to claim 52, wherein said first and second
3 high-lift device groups are located on a same wing among
4 said two wings.

1 54. (new) The flap or slat drive system in the aircraft
2 according to claim 52, wherein said first and second
3 high-lift device groups are respectively located one on
4 each of said two wings.

1 55. (new) The flap or slat drive system in the aircraft
2 according to claim 29, not including a transverse shaft
3 line that extends through said fuselage from one to another
4 of said wings.

1 **56.** (new) The flap or slat drive system in the aircraft
2 according to claim 29, further including only straight
3 shaft lines connected to said drives, and not including any
4 angles, bends or kinks in any shaft lines.

1 **57.** (new) The flap or slat drive system in the aircraft
2 according to claim 29, wherein said high-lift devices of
3 said first high-lift device group and of said second
4 high-lift device group all are said trailing-edge flaps or
5 all are said slats or all are said leading-edge flaps.

[RESPONSE CONTINUES ON NEXT PAGE]